

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4316.

日九十月六九十二緒光

TUESDAY, AUGUST 11, 1903.

二拜禮

號一十月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000
Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, NEWCHWANG, PEKING.
LONDON BANKERS: THE LONDON JOINT-STOCK BANK, LTD., PARKS' BANK, LTD., THE UNION OF LONDON AND SMITHS' BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent. 6 " 4 " 3 " 3 "
TARO HODSUMI, Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,500,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, Hon. R. Shewan,
E. Goetz, Esq. N. A. Siebs, Esq.
C. Michael, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellum, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED: On Current Account at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £342,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Tientsin
Calcutta Hankow Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS' BANK, LTD., DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SJTER,
Sub-Manager.
Hongkong, 23rd July, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:

On Current Accounts at 2½ per cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

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3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 1st December, 1902. [16]

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E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

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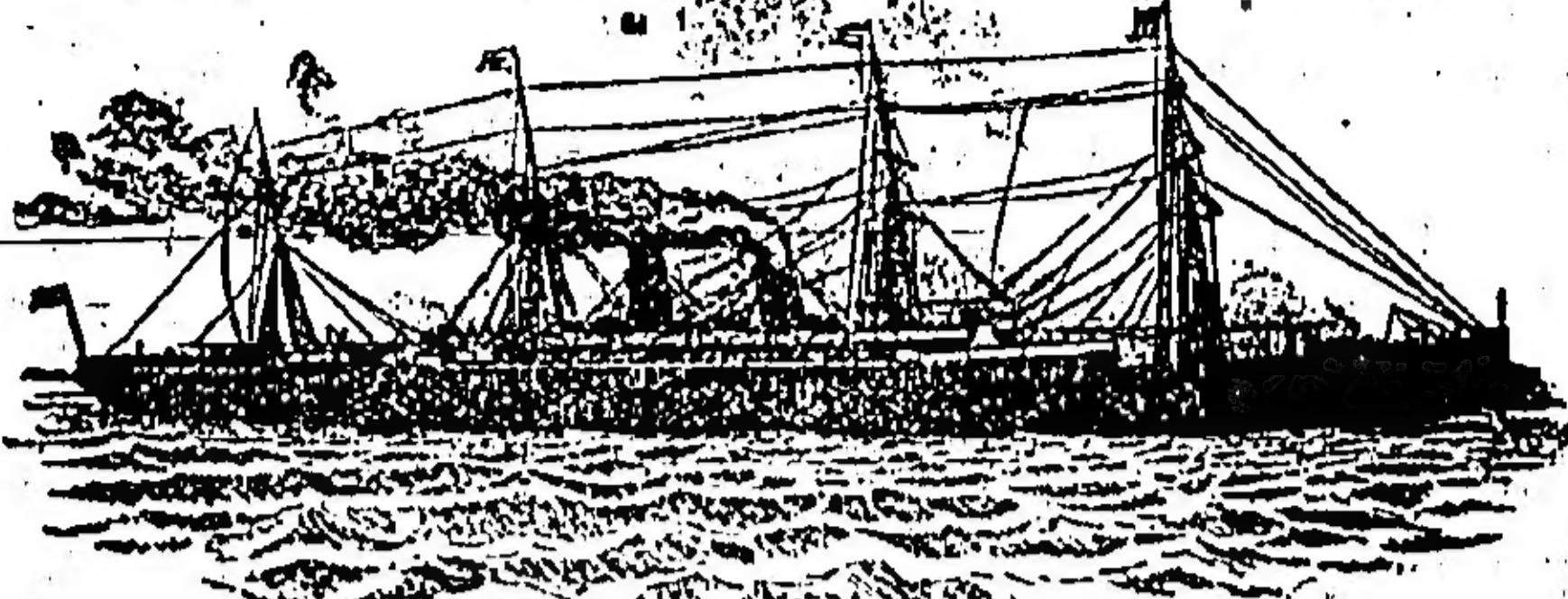
3 " 3 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 190

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.
"HONGKONG MARU" FRIDAY, 14th August, at Noon.
"CITY OF PEKING" SATURDAY, 22nd August, at Noon.
"DORIO" TUESDAY, 1st September, at Noon.
"NIPPON MARU" TUESDAY, 8th September, at Noon.
"SIBERIA" WEDNESDAY, 16th September, at Noon.
"COPTIC" SATURDAY, 26th September, at Noon.
"AMERICA MARU" SATURDAY, 3rd October, at Noon.
"KOREA" TUESDAY, 13th October, at Noon.
"GAELIC" WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T.K.K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Offices addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 4th August, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPEROR" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 12th August.
"EMPEROR OF INDIA" 6,000 WEDNESDAY, 26th August.
"EMPEROR OF JAPAN" 6,000 WEDNESDAY, 23rd September.
"TARTAR" 4,425 WEDNESDAY, 7th October.
"EMPEROR OF CHINA" 6,000 WEDNESDAY, 21st October.
"ATHENIAN" 3,882 WEDNESDAY, 4th November.
"EMPEROR OF INDIA" 6,000 WEDNESDAY, 18th November.
"EMPEROR OF JAPAN" 6,000 WEDNESDAY, 16th December.
"TARTAR" 4,425 WEDNESDAY, 30th December.

THE magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER FRAUDTAMPFER DIENST.

Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS. SAILING DATES.
BADENIA HAVRE and HAMBURG. { 12th August. } Freight.
Röden (Calling at SINGAPORE and PENANG).
SITHONIA HAVRE, ANTWERP, and HAMBURG. { 20th August. } Freight.
Hildebrandt (Calling at SINGAPORE and COLOMBO).
KONGSBERG HAVRE, BREMEN and HAMBURG. { 12th Sept. } Freight and Passengers.
Mayer (Calling at SINGAPORE and COLOMBO).
ANDALUSIA HAVRE and HAMBURG. { 23rd Sept. } Freight.
ABESSINIA HAVRE and HAMBURG. { 7th October. } Freight.
ARABIA (Calling at SINGAPORE and PENANG). { 18th August. } Freight.
Bähle via SUEZ CANAL { 18th August. } Freight.
For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 7th August, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
"POWAN" 2,338 " G. F. Morrison, R.N.R.
"FATSHAN" 2,200 " A. W. D. x n.
"HANKOW" 3,073 " C. V. Lyd.
"KINSHAN" 1,860 " J. J. Lousas.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7:30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 560 tons Captain R. D. Thomas.

"SAINAM" 588 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow, for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903. 1352

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.

W. CLARK,
No. 4, QUEEN'S ROAD AND DES VOUX ROAD,
EUROPEAN PHOTOGRAPHER,
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

9646] PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 HEINZ
Varieties of good things
for the table.

Do you know
that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,

25, Des Vouz Road Central.

Hongkong, 29th June, 1903. 1553

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, THE PEAK, NEAR THE TRAN TERMINUS, Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Loftly Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1903. 1339

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER von WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

9316] 9316

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1373c

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager.

J. W. OSBORNE, Proprietor.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held TO-MORROW, 12th AUGUST, 1903, at 3:30 P.M. in the CHAMBER ROOM, City Hall, Hongkong, on SATURDAY, the FIFTEENTH day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for a year's leave of absence.

PHILIPPINE OPIUM TRAFFIC.

In a leading article on the opium traffic in the Philippines, the *Cableneur* states that the papers report that the Philippine Commission has prepared a bill for the regulation of the opium traffic in the islands, under which a monopoly of the business will be put up for competitive bidding and sold to the highest bidder, as was done under Spanish rule. The revenue derived from the monopoly the Commission propose to employ in sending young Filipinos to this country to be educated, building additional school-houses in the islands, and increasing the pay of the local teachers. All opium imported will be recorded, all sales will be recorded by the owner of the monopoly, with the name and address of the purchaser and all sales will be prohibited except to full-blooded Chinamen. It is said that this is substantially the method which the English and the Japanese have adopted. The revenue to the Government under the Spanish system was \$6,000,000 a year, but it is anticipated that under the regulations proposed by the Commission the sales will be less and the Government income accordingly less. Details of legislation must necessarily be left largely to the Philippine Commission until an efficient system of self-government is organized, and then it must be left to the self-government body, subject to a certain measure of control by the Commission.

TRADE WITH FORMOSA.

In days like these, Englishmen cannot afford to ignore any one of the markets of the world; indeed, the smallest of them has to be watched, lest we find ourselves outstripped by our competitors. Not the least interesting, therefore, of the many interesting pages of Mr. J. W. Davidson's new work, "The Island of Formosa," are those in which he gives details of the import trade of that island since the Japanese annexed it in 1895. Formerly the bulk of the goods came necessarily from or through China, now they come, with equal naturalness, from or through Japan. In 1901, Mr. Davidson tells us, Japan had more than a third of the import trade for her goods, of course, were admitted free of duty. Our own trade with the island between 1895 and 1900 fluctuated somewhat, being most considerable in 1899, declining in 1899, and rising a little in 1903. On the other hand, America's trade with Formosa rose steadily year by year, until, in 1900, it surpassed our own. Of course, figures are apt to be fallacious, and it is possible that a satisfactory proportion of the goods which reach Formosa through Japan are produced in Britain or in British India. Formosa has a penchant for our machinery, locomotives, bridge material, scientific instruments, hardware, chemicals, patent medicines, paints, and condensed milk—a list to which additions might no doubt be made if our manufacturers would consult more closely Formosa's needs.—*Globe*.

Intimations.

WANTED.

A BRITISH MALE TEACHER for a Private School in Hongkong. Apply to— "M.M." C/o this Paper. Hongkong, 6th August, 1903. [944e]

THE
ROBINSON
PIANO
CO., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... \$400

SQUIRE (Owner's Property) ... 350

BORD (Owner's Property) 285

WERNER, UPRIGHT GRAND (Owner's Property) 450

KELLY (Owner's Property) 200

HOPKINSON \$550 300

HORIZONTAL GRAND (Second-hand) 900 100

KRELL 800 450

NEEDHAM 800 450

ROBINSON PIANO CO., LTD. 475 400

Do. 475 400

Do. 575 450

Do. 650 450

Do. 300 150

SELF-PLAYER 900 150

RACHALS 750 400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary.

Hongkong, 6th August, 1903. [4148]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to W. STUART HARRISON, A.M. INST. C.E., Manager. Hongkong, 2nd April, 1903.

MACEWEN, FRICKL & CO. have undertaken the Sole Agency in Hongkong for

A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pks.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. [650e]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [543e]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

DISINFECTANT SANITARY SOAP.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Dozen	Per Case	Per Dozen
ST. ESTEPHE	\$ 8.00		\$ 9.00	
ST. JULIEN	10.00		11.00	
LA ROSE	13.50		14.50	
CHATEAU HAUT BRION LARRIVET	20.00		22.00	
CHATEAU MOUTON D'ARMAILHACQ	24.00		26.00	
CHATEAU PONTET CANET	28.00		—	
CHATEAU LA TOUR CARNET	33.00		—	
CHATEAU RAUZAN	48.00		—	
CHATEAU LAFITE	54.00		—	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED,
THE HONGKONG DISPENSARY.

TELEPHONE NO. 436.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. H. C. COKE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. H. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$10 per annum.

The rates per quarter and per month, proportional, the daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

Editorial, \$100 per annum.

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Advertisement, \$10 per annum.

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TELEGRAMS.

(Reuters.)

Russian Consul Shot.

London, 7th August.

M. Mostowsky, Russian Consul at Münster, while returning to the town from the plains, was shot dead by a Turkish gendarme with whom, it is stated, he had an altercation over the gendarme's omission to salute.

Coronation of the Pope.

The Coronation of the Pope was a brilliant ceremony.

Attempted Assassination of a French Minister.

M. Combes, Minister of the Interior, was fired at twice with a revolver at Marseilles, escaping unhurt.

(Cablegrams)

Manchuria.

Washington, August 7th:

Business men all over the United States are anxious at the possibility of losing entrance to Manchuria for American goods. Though some days ago there was assurance that there would be an open door in Manchuria for England, America and Japan, the manufacturers and merchants of the United States want the matter in black and white. At present Russia is gobbling most of the trade, and every obstacle to trade except with Russia is interposed.

Russia and Korea.

Tokio, August 7th.

Russia has a concession from the Korean Government at the mouth of the Yalu river.

The lease is for 99 years, but Korea has demanded in return from Russia the removal of all its telegraph wires.

The Servian Massacres.

Belgrade, August 7th.

Serbia has not settled since the blood of King Alexander and Queen Draga was shed. Now the men who assassinated them fear death themselves. A plot has been discovered to do away with the present Minister for War and others. Doubts: it included King Peter who succeeded Alexander, and who is charged with having plotted his predecessor's death.

It is believed now that the Servian plot to kill Alexander and his ministers was hatched in Vienna by the so-called Servian revolutionary committee.

THE REMOVAL OF CUBICLES.

PROCEEDINGS STAVED.

We learn that the Government has given instructions to stay proceedings regarding the removal of cubicles in Chinese buildings under the new Public Health Ordinance. The officials are apparently awaiting the report of the sub-committee of the Sanitary Board.

"LOONGSANG" CASE AGAIN.

CAPT. WEIGEL MAY BE TRIED.

Judge Crossfield, of the Court of Customs Appeals, rendered a decision in the case of the United States against Weigel, master of the "Loongsang," dismissing the case as to the defendants, Smith Bell & Co., the s.s. "Loongsang" and Captain Weigel, and directing that proper criminal proceedings be filed against Captain Weigel.

Act 356 of the Civil Commission provides that for certain violations of the Customs laws the Attorney General shall begin a criminal action against the offender. The Court in this case finds that Act 355 puts the Immigration Law on all fours with the Customs laws in this regard, and that therefore it is the duty of the Attorney General's office to bring a criminal action against the alleged violator of the Immigration Laws.

The decision is in the form of a ruling on the motion to dismiss the case made by Collector Shuster under the order of the Court of First Instance.

The question involved in the ruling is the right of the Collector of Customs to bring action against and punish persons for the violation of the immigration law. The finding of the Court on this question of law is that the Collector of Customs has not the authority under the law to bring such action or punish such violation but that this authority and responsibility lies with the Attorney General of the Islands.

The history of the present case is well known. The defendant Weigel, master of the "Loongsang," was not found of having landed or having allowed to land a Chinaman, Go Jug-o, who was not entitled to land by the provisions of the Immigration Act. Collector Shuster levied a fine on the s.s. "Loongsang," which was guaranteed by the owner of the vessel pending a hearing upon the question of the Collector's authority to punish the alleged violation. Injunction proceedings were instituted, in the Court of First Instance, restraining the Collector from carrying out his instituted fine. During the progress of the action in the Court of First Instance Collector Shuster was fined for contempt and in the end the temporary injunction was made permanent and the Collector was ordered to withdraw his case in the Court of Customs Appeals against Weigel. Upon this order of the Court of First Instance, Collector Shuster filed a motion to dismiss his action in the Court of Customs Appeals and the present finding of Judge Crossfield is upon this motion to dismiss.

The finding of the Court of Customs Appeal may be reviewed by the Supreme Court of the United States, as it involves the construction of a statute of the United States. It is not known whether any appeal will be taken. Under the peculiar circumstances in which the Collector finds himself he would have to appeal from a decision allowing his own motion if he were to appear in this phase of the case. Some of the local legal lights say that this would place the Collector in the position of the man who attempted to lift himself by his bootstraps—*Cablegrams*.

THE NEW WATER BILL.

AN EXPLANATION BY H.E. THE GOVERNOR.

At yesterday's meeting of the Legislative Council an interesting discussion took place and an important explanation was given regarding the new Water Bill.

In moving the second reading of the Bill, the Attorney General said—Your Excellency and the Council will see from the title of the Bill that it is proposed to repeal an Ordinance which was passed by this Council last year. The reasons which have led to the introduction of a Bill for that purpose are that on further consideration it has appeared that all the objects aimed at by the Bill of 1902, principal among which is the supply of a sufficient quantity of water to the town of Victoria with the least possible waste, may be effected without incurring the hardships which the Bill of 1902 would have unavoidably inflicted on a certain section of the community using water. The means by which this will be effected is known technically as the rider-main system, which can be shortly defined as a means by which a supply of water can be regulated to blocks of houses as effectively as it can be by meters in the case of single buildings. The Director of Public Works has provided me with a very full and at the same time succinct statement of the objects and reasons for the introduction of this Bill, and as they are printed, I do not think I can add anything to them which may in any way assist the Council in coming to a conclusion on the principles of the Bill. The principle, really and truly, is that while we can be ought to give water to everyone in the town of Victoria equally, so long as it can be done without waste. We believe that this Bill will enable us to give the whole community of Hongkong the water that they require without inflicting upon them what in many cases would be the irksome and sometimes hard necessity of having to go long distances for their water.

The Colonial Secretary seconded.

H. E. Major-General Gascoigne—*I beg, sir, with great respect to move an amendment—that the second reading of this Bill be postponed until the matter can have been threshed out thoroughly in the Executive Council. This Bill was intended to supersede one passed last year. That Bill, as many of those here present will remember, was passed after not one meeting of the Executive Council but, I should think, quite half-a-dozen. We met time after time, we heard arguments used, we adjourned the Council to look into these arguments and gradually reasons were given, until eventually after I think some half-a-dozen meetings those members who were against it came round and gave their adhesion to it and then it passed to the Legislative Council with the result, I think I am right in saying—I am speaking from memory—that, immediately, the Legislative Council, knowing that it had been threshed out most thoroughly in the Executive Council, were willing to let it go freely and without opposition, and the Bill was passed. Then I think I am right in saying that your Excellency yourself when you came back to the Colony described it as a most excellent Bill. The present Bill came to me the other day and its first reading was an absolute surprise. I got an order for the Council to assemble 48 hours before it did assemble and I happened to look over the orders of the day only a few hours before the Council. Then I read with surprise that the Bill was to be read a first time, doing away with a Bill which I had taken a vast deal of interest in and without my knowing a single thing about it. The consequence was I was in a great dilemma and I got up, but perhaps I was out of order; the Attorney-General said I was out of order speaking on the first reading and must make a motion, and in order therefore to do so I moved that the Bill be not read a first time, not with the view of stifling discussion, which has been one thing I have had always in my mind, to give as free and full a discussion as I can; but I simply had no other way I knew of to attract the attention of the Council to the extraordinary words that Mr. Chadwick spoke to me in my house last year. I was really, under the belief that the Council was unaware of these words. Five days after the Council had passed the first reading for the first time I received the whole papers connected with it. I saw that much that I rose to say I should have said differently. I saw that a number of suggestions I had made—that the matter should be passed to Mr. Chadwick and Professor Simpson—had been adopted, but I was absolutely unaware of these, and although I studied in the short time these papers that were sent to me and read every word of them I cannot say that I have thoroughly mastered them yet. And it is a subject which I must say is a most important one for Hongkong. Perhaps having gone through that anxious time as I did, I may exaggerate the importance of it. I am just about to leave the Colony and it cannot affect me individually, but all I can say is that the matter of the waste of water, in this tricky climate, and in view of the precarious, curious way that the seasons do not follow one another, depending as we do only on rain-water, I think there is no subject we can bring before the Council that is of the same importance; and therefore I respectfully say that before it goes into the second reading I would like to propose as an amendment that it be postponed until it can be thoroughly discussed in the Executive Council as I should like myself to ask several questions that I think, bear upon it and would be better asked in the Executive Council than here. When it has passed the Executive Council, then at any rate the Legislative Council, whether they approve of it or not, will have the feeling that it has been passed by a number of men, among whom the unofficial members are represented, who are in possession of facts, which the Legislative Council are unable to use. I do not know whether anybody will second me.*

ASK for ASAHI JAPANESE BEER—
A. G. Girault.

but the amendment I propose is that the second reading of this Bill be postponed until the whole Bill can be discussed thoroughly by the Executive Council.

The amendment was not seconded.

His Excellency—Although no one has seconded the amendment proposed by H. E. the General Officer Commanding the Troops, still I think it is, as well that I should place the Council in possession of the facts of my position in this matter, regarding which there is a certain amount of misconception. Undoubtedly the usual course with this Bill would be to place it before the Executive Council, and I may tell you that as a matter of fact the papers have already been before every member of the Executive Council, who are all here. However, I should like to tell you in as few words as I can what has taken place with regard to this Bill. On the 29th of August a petition was sent forward in reference to the Ordinance of last year. An unsigned copy of that petition was sent to the Secretary of State by the Officer Administering the Government, with his remarks upon both the Ordinance and the petition. On the 3rd of September the signed petition was sent forward by the Officer Administering the Government with a despatch which stated that it was signed and practically unanimously supported by the principal Chinese landowners, merchants, traders, and shopkeepers. On the 6th of September another despatch was forwarded conveying the suggestion that an amount of money should be authorised for the purpose of supplying street fountains, but that if the Bill which had been sent home was not approved, that money would not be required. I returned to the Colony on the 9th of September, and a short time after my return the papers were sent up to me simply for my information. I saw that an Ordinance—this Water Ordinance—had been passed, and I think I remarked it was an excellent Ordinance. I did not read it, and knew nothing more than that it was an Ordinance for the purpose of preventing waste of water. On the 31st of October I received the following telegram:—“Referring to your despatches Nos. 393 and 404 despatched by the Officer Administering the Government [I consider in view of the influential signatures that action should be suspended. It is my intention to consult Mr. Chadwick and Prof. Simpson. Is compromise possible? Please forward your views.” Well, now, I think that on the last occasion on which H. E. the General Officer Commanding the Troops spoke on the subject, he said the answer to that telegram should have been “No; for we know no other way of preventing waste, than the way recommended by Mr. Chadwick, the expert you yourself sent out.” I admire his firmness very much, and I have no doubt it is a very pleasant feeling to now and again to be able to call the tune while your neighbour pays the piper. For the first time, after I received that despatch, I got a copy of the Ordinance and I examined the Ordinance, I examined the petition, and I examined Mr. Chadwick's report of the 10th April, and I did not think that the answer should be “No,” because, having read the Ordinance for the first time, and also these other documents, I came to the conclusion that a compromise was desirable, very desirable. I communicated with the Chinese community, and on the 14th of November the representatives of the Chinese met, and they forwarded to me the following resolution: “Resolved.—That this meeting approve of the system of rider-mains; (2) that the cost and expense in connection with the laying of rider-mains be met by a special tax on the landowners of Chinese houses, and the increased cost of maintaining such service be met by a permanent tax of 4 per cent. on the rateable value of Chinese houses; (3) that should the owners of European houses desire to adopt rider-mains they should pay a special tax; and (4) should owners of property refuse to pay a special tax and adopt the rider-main system, they should be bound to adopt the meter system.” Well, when I received that resolution, I forwarded a telegram to the Secretary of State, saying that the Chinese community agreed to the adoption of the rider-main system, the extra expense being borne by owners of property affected, and that I considered this compromise satisfactory. The matter was then hung up. We waited for communication from home and the first communication received from home was received in the middle of March. That communication was enclosing Mr. Chadwick's report, I may say that a month later we received a despatch enclosing previous letters from Mr. Chadwick to the Crown Agents through whom the matter was referred to him for report, and this is his letter, written on 12th February:—“In reply to your letter of yesterday's date, I have the honour to state that I am engaged in writing my report on the Hongkong Water Ordinance and that I hope to have it completed in the course of a week or so. I may say that the Ordinance as it stands is not one to which the Royal assent should be given, and with your permission I will consider the alterations that are necessary to make it a really workable enactment. I doubt whether any time will be gained by submitting a report on the ordinance without some suggestions as to its amendment.” The other document I received was Mr. Chadwick's report. It was a long one and I find in section 13 he says:—“Since the petition of the Chinese householders has been under consideration a telegram has been received to the effect that the Chinese community agree to rider-mains. This is an arrangement which I suggested when I was in Hongkong to mitigate the evils of the intermittent supply of water, always serious, but more so when the system of distributive pipes is not as in the present case expressly designed for this system of water distribution.” Then he summarises the advantages of the rider-main system and in section 18 he says:—“I cannot remember whether I had any part in drafting the Ordinance in question, as regards the text at least. Its date is subsequent to my departure. During the

latter part of my visit I was fully employed in conjunction with Professor Simpson and other officers in arranging in the consideration of the Sanitary and Buildings Ordinances. Be this as it may, I am free to admit that the enactment, if I am responsible for its draughtsmanship, is lacking in precision.” Again in section 28 he writes:—“I observe that the petitioners accept the rider-main system, a resolution which is confirmed by telegram. I recommend that immediate steps be taken to introduce it at the earliest possible date. Its effect will be two fold. It will mitigate the evils of the intermittent system, and secondly, it will be a permanent improvement inasmuch as it will facilitate the detection of waste.” Thirdly, it will greatly facilitate the voluntary introduction of meters. Any tenement wishing for a constant supply at all seasons may remain connected with the principal main. It might even be well to give instructions to carry out the rider-mains without waiting for the submission of this report or for its transmission to the Colony. Now, as is usual, those despatches were laid on the table for the information of the members of the Executive Council immediately on their receipt; but, as I said, this had been hung up pending the reply to these regions and despatches. Then the matter got into the hands of the Director of Public Works for the purpose of considering how the principle of the rider-mains could best be adopted; and it was not until a month ago that it came back and was in point of fact ready for consideration by the Executive Council. Now in ordinary cases it would have been considered by me in Executive Council and it was so intended and I believe I am right in saying it was brought on here with other Bills that were ready for this Council; and in the face of such reports as these, I have no doubt in my mind and I think I am safe in saying the Executive Council would have accepted the principles so clearly laid down by Mr. Chadwick. I share in the surprise of His Excellency the Major-General Commanding the Troops at the apparently sudden change in the feelings of Mr. Chadwick as to the necessity for these rider-mains. At the same time I cannot close my eyes to the fact that in the report of 10th April he had recommended these rider-mains and that it was on his recommendation that the original petition had been framed. I think it right to tell you so much, because I think it is well to make my position in this matter perfectly clear. I do not see any necessity for its being taken out of the hands of the Legislative Council and I simply put the motion that has been put by the Attorney General that the Bill be read a second time.

The motion was carried, and the Bill was read a second time.

PHILIPPINE CURRENCY.

BANKS FAVOUR THE NEW MONEY.

Governor Taft called a meeting of the heads of the different banks in the city at the Ayuntamiento and discussed at length the effect on the conditions of the establishment of the new currency. All present manifested their willingness to assist the Government in every possible manner and stated their intentions of placing their banks on the new Philippines currency basis and thus popularize the new money. Deposits may hereafter be made in either Philippines or American currency and withdrawn vice versa. The Commission amended their previous act which compelled the banks to keep reserves in the United States currency.

—Manila Times.

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer...1/9 11/16	Bank Bills, on demand 1/9
“ Credits, 4 months' sight 1/10 1/16	“ 4 months' 4 months' sight 1/10 1/16
ON BERLIN, (demand) 1/11 1/16	“ 4 months' 4 months' sight 1/11 1/16
ON PARIS, Bank Bills, on demand 2/27	“ 4 months' 4 months' sight 2/27
ON NEW YORK, Bank Bills, on demand 4/4	“ 4 months' 30 days' sight 2/31
ON BOMBAY, Telegraphic Transfer 1/35	“ 30 days' 4/4
ON SHANGHAI, Telegraphic Transfer 1/28	“ On demand 1/35
ON YOKOHAMA, T.T. 8/3	Private 30 days' sight 1/35
Sovereigns, Bank's Buying Rate \$1.08	Gold Leaf 100 tael, per tael 18.50
Gold Leaf 100 tael, per tael 18.50	Bar Silver 1/35

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chd.
MANILA NEW 1/9 1/16	930/950
LAST YEAR 1/9 1/16	970/1,010
OLDEST 1/9 1/16	1,010/1,070
PATNA NEW 1/9 1/16	1,180
OLD 1/9 1/16	1,085
BENARAS NEW 1/9 1/16	1,083
OLD 1/9 1/16	1,080
PERSIAN (PAPER) 1/9 1/16	Stock

—Hongkong, 11th August, 1903.

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex.s.s.

Adour and Milorgan, in connection with

above Steamer, are hereby informed that their

Goods, with the exception of Opium, Treasure

and Valuables, are being landed and stored at

their risks into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

at Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee

before NOON, TO-DAY, the 10th instant, re-

questing it to be landed here.

Goods will be admitted after the Goods

have left the Godowns, and all Goods

remain undelivered after the 18th instant, will be

subject to rent.

All broken, chaf

Shipping

Arrivals.

Rubi, Br. s.s., 1,611, Almond, 10th Aug.—
Manila, P.I. 8th Aug., Gen.—S. T. & Co.,
Whampoa, Br. s.s., 1,100, Laver, 10th Aug.—
Shanghai 29th July, Gen.—H. & S.
Ellen Rickmers Ger. s.s., 997, Heinrichsen, 10th
Aug.—Swinton 9th Aug., Timb—rand rice,
S. W. & Co.
Kintuck, Br. s.s., 2,882, Robinson, 10th Aug.—
Singapore 5th Aug., Gen.—B. & S.
Britomart, Br. gunboat, 710, Lieut.-Comdr.
Hall, 10th Aug.—Wei-hai-wei 2nd Aug.—
Kowloon, Ger. s.s., 1,484, Stein, 10th Aug.—
Chinkiang 3rd Aug., Gen.—S. & Co.
Fausang, Br. s.s., 1,410, Mitchell, 10th Aug.—
Chefoo 3rd Aug., Gen.—J. M. & Co.
Helena Wyman, Am. b.s., 1,521, Yunan, 10th
Aug.—Singapore 1st Aug., Gen.—Balast—
Master.
Königsberg, Ger. s.s., 3,155, Mayer, 10th Aug.—
Singapore 5th Aug., Gen.—H. A. L.
Laertes, Br. s.s., 1,340, Teal, 11th Aug.—
Singapore 5th Aug., Gen.—J. S.
Toonan, Chir. s.s., 1,47, Best, 11th Aug.—
Canton 10th Aug., Gen.—C. M. S. N. Co.
Sungkiang, Br. s.s., 1,021, Outerbridge, 11th
Aug.—Manila 8th Aug., Gen.—B. & S.
Halmun, Br. s.s., 636, Gibson, 11th Aug.—
Tamsui 7th Aug., Amoy 9th, and Swatow
10th, Gen.—D. L. & Co.
Inaba Maru Jap. s.s., 3,834, Bainbridge, 11th
Aug.—London via Singapore 5th Aug.,
Gen.—N. Y. K.
Claythill, Br. s.s., 1,029, Selden, 11th Aug.—
Cardiff 2nd June, Fuel—Admiralty.
Bedenia, Ger. s.s., 6,400, Rörden, 11th Aug.—
Fonchow 9th Aug., Gen.—H. A. L.
Robilia Maru Jap. s.s., 2,399, Bishop, 11th
Aug.—Manila 8th Aug., Gen.—T. K. K.
Daiji Maru, Jap. s.s., 850, Groves, 11th Aug.—
Tamsui 8th Aug., Gen.—O. S. K.
Albany, Am. cruiser, 3,300, Rodgers, 11th
Aug.—Singapore 5th Aug.
Raleigh Am. cruiser, 3,213, Nazro, 11th Aug.—
Singapore 4th Aug.
Cincinnati, Am. cruiser, 3,213, Mason, 11th
Aug.—Singapore 5th Aug.

Departures.

Aug. 10.
Phoenix, Br. sloop, for Wei-hai-wei.
Aug. 11.
Yunnan, for Europe.
Thuler, for Swatow.
Waihong, for Amoy.
Taishan, for Swatow.
Sabine Richmers, for Canton.
Gregory A. pour, for Calcutta.
Suisang, for Samarang.
Loonlong, for Manila.
Quaria, for Swatow.
Kacchima Maru, for Singapore.
Loonlong, for Shanghai.
Huslong, for Swatow.
Iyo Muru, for Seattle.
Pronto, for Port Arthur.
Hailan, for Pakhoi.
Kowloon, for Canton.
Whampoa, for Canton.

Passengers arrived.

Per Kintuck, from Singapore—186 Chinese.
Per Königsberg, from Singapore—200 Chinese.
Per Rubi, from Manila—Mr. and Mrs. H. Gannett, Chaplain and Mrs. Silver, Messrs. G. Pao, M. A. Mont, E. E. Wise, Capt. L. E. Ross, T. I. C. Wen, Messrs. E. A. Switzen, E. A. Holden, Edison, Misses Tempest, Gale, Mrs. Forbes and infant, Miss H. Clements, Messrs. C. A. Pollard, J. Macmillan, Misses McDonald, Ascole, Messrs. H. Carr, W. Watson, P. Hayden, W. Lynch, E. Noble and A. Tullet.

Passengers departed.

Per Zafiro, for Manila—Mr. and Mrs. J. N. Wolfson, Miss M. Wolfson, Mr. F. Julian, Mr. and Mrs. Barry Baldwin, Miss Dorothy Baldwin, Miss Monica Tedora, Mrs. Urma, Lawrence, Miss F. B. Mitchell, Messrs. L. C. Wong, O. M. Tim, T. C. Young, T. Jong, Pan Uco, T. Tacocay, L. E. Mowbie, P. Guei, C. Caye, Y. Congle, Telefson, Y. Jayco, Crescencia Vazquez, Astacio, Martinez, G. B. Chime, L. S. Sangle, T. Timothy, Juan Bernalis, C. Gau, C. Chinkle, A. Chink, Y. Jec, J. Toot, N. H. Toc, Y. Viengco, Iasign F. R. Naike, C. Ju, C. Angie, Tokulano, Akayamo, Mrs. Kiyono Akayamo, L. Yam, S. Tim, W. Man, C. Kew, C. Quianco, Chas. S. Sly, W. Shaw, Wm. Johnson, and H. S. Martin.

Per Iyo Maru, for Seattle, &c.—Lieut. J. R. Campbell, R.E. Messrs. E. Edwards, P. C. Freer, B. Lauro, H. S. Bevan, Misses E. Ness, J. Bendy, and W. Smith.

Per Kagoshima Maru, for Singapore—
Messrs. R. Thompson and W. Dennis.

Ships Passed The Canal.

Outward—21st July—Glenurton, Benalder, Flintshire, Abyssinia, 24th July—Bennetts, Achilles, Ping Suy, 27th July—Achenavard, Socotra, 28th July—Sambia, Comer, 1st August—Baysan, Hatsu Maru, Glancus, Salutie, 5th August—Oanza, Tiberghien, 8th August—Houmenus, Deudalton, 10th August—Strassburg, Kawachi Maru, 1st August—Canton, 5th August—Perus en, 8th August—Uyson, 10th August—

Arrivals at Home—21st July—Malacca, Oceanian, Tantalus, China, 27th July—Sado Maru, Stuttgart, 1st August—Sezovia, 3rd August—Kuon, Binnicker, 7th August—Bomay, 8th August—Antenor, Marburg.

Name's Expected.

Vessels	From	Agents	Due
Indrapura	Japan	P. & A. Co.	Aug. 12
Chusan	Singapore	P. & O. Co.	Aug. 13
Kasuga Maru	Nagasaki	N. Y. K.	Aug. 13
City of Peking	Manila	P. M. Co.	Aug. 14
Andalusia	S. I. cap. re.	H. A. L.	Aug. 14
Glenurton	Singapore	P. & G. B. G.	Aug. 15
Lya	Jap. in	T. B. T. Co.	Aug. 15
M. Bag	Yamji	S. W. & Co.	Aug. 16
Emp. of India	Jap. in	C. P. R. Co.	Aug. 16
Indonesia	Perman	Perman	Aug. 16
Glenturret	Singapore	P. & O. Co.	Aug. 17
Lyra	Jap. in	T. B. T. Co.	Aug. 17
M. Bag	Yamji	S. W. & Co.	Aug. 17
Emp. of India	Jap. in	C. P. R. Co.	Aug. 17
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August 10th.